

Hunnell Road: Loco Road to Tumalo Road Improvement

“Q&A” Summary Virtual Presentation November 18, 2020

Below are the questions posed during the November 18th Virtual Open House presentation and a summary of the answers provided during the question/answer segment at the conclusion of the meeting. The questions were copied directly from the Zoom Q/A box as entered by attendees.

Q: What are your traffic volume projections after completion of the project?

The 2040 estimates range between 900 to 1,100 vehicles per day on various segment of Hunnell Road. The current traffic volume is approximately 400 vehicles per day immediately south of Tumalo Road. With a new route available, traffic volumes will redistribute to Hunnell Road. We estimate the volumes will increase, but fall short of the 900 to 1,100 vehicles per day range.

Q: What were the reasons for declaring Hunnell Rd. improvement as high priority in 2012, and when did public involvement take place?

Public process was associated with the County’s Transportation System Plan approval process in which publically advertised meetings were held by the Planning Commission and Board of County Commission. As an unconnected, planned (since 1998) collector roadway which provides alternative access to US 97 properties and north-south access to adjacent properties, the high priority was approved accordingly.

Q: The ODOT forecast shows outbound OBR at 744 and outbound Hunnell at 655. Are you saying your best traffic forecast is that PM Hunnell traffic will be very close in volume to the PM OBR level?

The ODOT/Bend Metropolitan Planning Organization (MPO) 2040 traffic model is the best tool available to estimate traffic volumes on Hunnell Road. This model provides the 900 to 1,100 vehicles per day estimate of use in 2040.

Q: Please address walkability.

A widened 6-foot gravel shoulder has been proposed. The current concept indicates that this widened shoulder will occur on the east side of Hunnell, but the design team is still considering which side of the road will best accommodate the widen shoulder.

Q: Will utilities be installed?

Utilities are provided by others and will be addressed by individual utility companies.

Q: Any zone changes?

The County is not aware of any zone change applications in the unincorporated area.

Q: Will taxes go up?

This project will not trigger a reassessment of property value and associated taxes.

Q: How will it affect property values?

This is debatable. Many factors influence property values.

Q: Who are the “residential developers” and why do they have more influence than the resident taxpayers?

The referenced “residential developers” in the above question appear to have made requests of the Board to approve Hunnell in 2005 per County records. This is a part of the record and we are not inferring that any influence remains 15 years later.

Q: What are the project plans for Pohaku Road?

Pohaku Road will connect to the realigned area of Hunnell Road. No improvements or changes are proposed for Pohaku Road.

What are the traffic projections on Pohaku?

The County has not provided any traffic projections for Pohaku Road.

Q: Why would Hunnell be a high priority when it is parallel to OBRH and only services 110 properties?

Previously addressed.

Q: At the point on Hunnell Road where you indicated an accident in 2014, there’s a little hill in the road. It also takes a jog to the east and back again. Your map shows that as a straight line. Are you cutting that hill down a bit and straightening the road at that location? Currently, Hunnell Road is on Starwood Associations’s property. I understand a number of individuals have contacted the county over the years but never received an answer addressing this encroachment. Your surveyor there indicated that was in fact, the case. Please address this if you can.

The vertical alignment and any encroachments will be addressed with this project.

Q: Any crashes on the two curves you identified?

No additional crashes have been reported other than what was noted in the presentation.

Q: Could we see the proposed realignment at the curve south of Sunbeam? If not tonight, when would this be available?

The realignment represented in the project exhibit provides the best indication of the alignment of Hunnell Road at this time. The design will be refined and adjacent property owners will be contacted if necessary as the project design progresses.

Q: Would you please address the homeless tents, cars and RV's on South Hunnell and Loco Rds. Is there a plan in place to address the issue before work on Hunnell improvements begin?

The homeless camp area is located on the City of Bend's section of Hunnell Road. The City of Bend has preliminarily indicated they intend to stripe a bike lane on their section of Hunnell Road which will result in prohibition of parking and camping.

Q: What will happen to the homeless population currently residing on the South end of Hunnell?

See above.

Q: What problems are you trying to fix that warrants a collector standard that a neighborhood road would not address?

By nature of its connection of Cooley Road (City arterial) to Tumalo Road (County collector) and providing a north-south route connecting various neighborhoods and developments, Hunnell Road will function as a collector and therefore should be designed as such. Local roads do not have bike lanes.

Q: Can you comment on when an updated Traffic Study for Hunnell will be done that includes updated land use requirements?

The current ODOT/Bend MPO traffic model projection is current and will not be updated.

Q: How reliable is your no truck, speed in the long term? Will it be changed?

The project will include a 35 mph speed limit and a No Thru Trucks designation (subject to Board approval). We cannot promise that change will not occur the long term, however we cannot foresee circumstances changing beyond what exists today in the corridor.

Q: Why can't we keep the existing curves as speed calming devices? They would be the most economic option?

The existing alignment is not engineered and is over 100 years old (prior to automobile use). Application of engineering standards for curvature and alignment are essential for this reconstructed section of Hunnell Road.

Q: What other roads in the county are considered collector roads?

Rogers Road and Tumalo Road are collectors.

Q: Why not wait until the hwy 97, OBR, and hwy 20 improvements are complete?

Connectivity of Hunnell Road is a planned segment in the transportation system that will complement the other improvements that are planned for construction in the general area.

Q: In your experience, how long do gravel shoulders last? Will horses degrade the shoulders more quickly? Will the county maintain the shoulders when they degrade?

The County will maintain the shoulders. If degradation due to equestrian or other use occurs, the County will repair and maintain as necessary.

Q: Would you agree to Three way Stop signs at Pohaku, Sunbeam and Lowe lane?

These intersections do not meet appropriate engineering warrants for all-way stop control.

Q: Any future plans (informal) that would connect Hunnell to OBR?

There are no plans to improve the existing segment of Hunnell Road north of Tumalo Road.

Q: As a collector road that was presented as an improvement for local resident access to Arterials, how can 1100 vehicles per day by 2040 compared to the current limited volume as an acceptable increase for vehicles going past our homes. It sounds like a tremendous amount of traffic is projected from outside the area not just our neighborhood.

As discussed, traffic volumes will increase due to the functionality of the collector and its connection to Cooley Road. Some county collectors have greater than 3,000 vehicles per day, so 1,100 is generally considered a lower volume for a collector road.

Q: Why not wait to see the traffic effects of the new roundabout and hwy 97 realignment before initiating this project?

The Hunnell Road connection is part of many planned transportation system improvements in the area. It will supplement the US 97 project by allowing for restriction or removal of some access points to US that are unsafe.

Q: Where specifically was the 400 vehicle per day measurement taken?

South of Tumalo Road.

Q: I thought you indicated that the land use assumptions for the traffic study have not been updated since 2016

The land use assumptions in 2016 (commercial zoning near Cooley Road) have not changed and the traffic model projection is current.

Q: Follow up on utilities. Will the power lines be buried?

The County cannot require overhead utilities to be buried.

Q: Why not just pave the unpaved sections and leave the road in its current right of way

By making the connection and paving the unpaved section, the road will function as a collector, however failing to modernize the remainder of the road will leave it insufficiently designed to function safely and appropriately.

Q: What is the timeframe for completing the Old Bend Redmond / Hwy 20 Roundabout in regards to Hunnell Project?

Same year, 2022. As both projects develop construction schedules will be refined. Stay tuned.

Q: What if you are wrong and after the commercial area goes in Hunnell traffic goes into the 2500 vehicles per day? This is conceivable.

The County is incorporating traffic calming and other speed reduction elements to reduce the attractiveness of Hunnell Road as a cut-thru route. If excessive volume exists, we will explore other modifications to further reduce cut-thru traffic.

Q: What about 25 mph curves on a 35 mph rd?

We prefer to match the design speed to the proposed speed limit and provide a consistent and safe road upon completion.

Q: What's your plan if people don't adhere to 35 mph?

We will work with law enforcement as well as consider other traffic calming techniques.

Q: What influence did Costco and Fred Meyer have on this project?

This project has been planned long before these specific development projects were proposed.

Q: I am a property owner of the 10 acres that is clearly county... located at cooley and hunnell. So you are saying 35 miles to loco or cooley?

The County has no jurisdictional authority for Hunnell Road within the city limits. It is unlikely that the City's speed limit will exceed 35 mph.

Q: There are state highways that have 25-30 mph curves on them in 55 mph areas. So why can't we have curves to help slow down and discourage through traffic?

While curves of this nature do exist on state highways, they are undesirable and usually the result of significant physical or natural constraints. The 30-35 mph curves designed for this project will be safe and contextually appropriate.

Q: Will the County be connecting Harris Way formally to Hunnell at this time?

The County will not require or attempt to obtain a right-of-way dedication to legitimize the existing, informal Harris Way connection. Future partitioning of the associated land parcel may allow this to occur.

Q: You've used the term Golden Triangle several times tonight. Where is that? What are the boundaries?

The Golden Triangle is a local term that refers to the commercial property in the City of Bend, located west of US 97 and east of US 20. https://www.bendbulletin.com/business/building-in-bend-s-golden-triangle-area-sells-for-million/article_c6bf3f75-133b-53ee-8278-0a04f2d4f34c.html

Q: What problem is the County attempting to solve by continuing with this project?

The Hunnell Road project will provide safer and more convenient access and options to the residents located west of US 97 and east of Old Bend-Redmond Highway. The project will provide opportunities to restrict and remove unsafe access to US 97 at Bowery Lane and other nearby roads and access points. The completed project will provide improved access for emergency services.